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OXC-1439
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14 MAR 1961

MEMORANDUM FOR THE RECORD

SUBJECT: Trip Report for Visit [redacted] on 7 March 1961

1. The undersigned met with Messrs. [redacted] for the purpose of discussing and reviewing [redacted] operational facilities. [redacted], AACS, is the senior control tower operator [redacted]. A summary of activities and findings follows:

A. Operations Building:

(1) Construction of this building is progressing ahead of schedule with the building outer shell almost complete. Estimated completion date is 15 April 1961. No problems.

(2) The requirement for sliding panels in the briefing room was reviewed. Specifications for this installation have been submitted to the DPD/MB for forwarding [redacted] engineer.

B. Non Tactical Aircraft Parking Apron:

(1) This facility will be located to the south of the supply storage building complex. Planning numbers of aircraft by type have been submitted to the DPD/MB and forwarded to the [redacted] size and stress planning of the parking apron. Other operational considerations discussed were:

[redacted]

(a) Apron should be located a distance from the old runway in consonance with Air Force standards.

(b) Taxiway to parking apron should be wide enough to accommodate the Project Constellation Aircraft. (Taxiway from new runway is not.)

(c) Parking apron should be located as near as feasible to proposed Transient Crew Lounge and Operations thereby reducing the transportation requirements of transient crews.

C. Runway Lighting:

(1) Action on the installation of runway, taxiway, and low intensity approach lights for the new runway is awaiting

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determination as to whether this equipment is available as GFE.

(2) It was reconfirmed that the requirement for high intensity approach lighting, runway lights and obstruction lights would be deferred until flight test experience can be used as a basis for decision.

(3) The requirement for taxiway lighting to the non-tactical aircraft parking apron was established.

5. Control Tower:

(1) The existing tower is considered inadequate in height and space. Neither the approach end of the new runway or the north side of the lake runway extension is visible from the tower. In addition, the new hangers will restrict vision of the west flight corridor both inbound and outbound from the base.

(2) Preliminary plans call for the erection of a new tower to the north of the present tower on the same line about 20 feet away, raising the tower height to approximately 30 feet (present height is 15 feet). New tower would be a three storied structure, with radio equipment housed at ground level, radar consoles and indicators on the second floor and the tower cab on top.

(3) Final decision on tower location and structure specifications was deferred pending further study of visibilities, tower equipment requirements and optimum antenna locations. [redacted] will submit a study on this problem by 1 April 1961.

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SIGNED

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[redacted]

Special Project Branch, [redacted]

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